

MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM

NR Eligible: yes \_\_\_\_  
no \_\_\_\_

Property Name: SHA Bridge No. 16111 Inventory Number: PG-67-6

Address: MD 201/Edmonston Road over City: Greenbelt Vicinity Zip Code: \_\_\_\_\_

County: Prince George's USGS Topographic Map: Beltsville

Owner: SHA

Tax Parcel Number: \_\_\_\_\_ Tax Map Number: \_\_\_\_\_ Tax Account ID Number: \_\_\_\_\_

Project: I-495/95 Greenbelt Metro Access Agency: SHA

Site visit by SHA Staff: \_\_\_\_\_ no X yes Name: Becky Kermes Date: January 2001

Eligibility recommended X Eligibility **not** recommended \_\_\_\_\_

Criteria: \_\_\_\_\_ A \_\_\_\_\_ B X C \_\_\_\_\_ D Considerations: \_\_\_\_\_ A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_ E \_\_\_\_\_ F \_\_\_\_\_ G \_\_\_\_\_ None

Is the property located within a historic district? \_\_\_\_\_ no X yes Name of district: Beltsville Agricultural Center

Is district listed? X no \_\_\_\_\_ Yes Determined eligible? \_\_\_\_\_ no X yes District Inventory Number: PG-62-14

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Bridge 16111 spanning Beaverdam Creek on MD 201/Edmonston Road located in the Beltsville vicinity was constructed in 1927. It is a 3-span, 2-lane concrete arch bridge with a stone-faced filled spandrel arch bridge. The superstructure consists of 3 arches which support a concrete deck and stone-faced parapets.

SHA Bridge 16111 is considered eligible under Criterion C as a significant example of concrete arch construction. The structure has a high degree of integrity and retains such character defining features of the type including the stone-faced spandrel walls, parapets, wingwalls, and concrete abutments.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended X

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_\_\_ A \_\_\_\_\_ B X C \_\_\_\_\_ D Considerations: \_\_\_\_\_ A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_ E \_\_\_\_\_ F \_\_\_\_\_ G \_\_\_\_\_ None

Comments: \_\_\_\_\_

[Signature]  
Reviewer, Office of Preservation Services

[Signature]  
Reviewer, NR program

4/4/01  
Date

4/6/01  
Date

Maryland Inventory of Historic Properties Number: PG-67-6

Name: MD 201 (EDMONDSTON RD.) OVER BEAVERDAM CREEK

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>  X  </u>	Eligibility Not Recommended <u>      </u>
Criteria: <u>  A  </u> <u>  B  </u> <u>  C  </u> <u>  D  </u>	Considerations: <u>  A  </u> <u>  B  </u> <u>  C  </u> <u>  D  </u> <u>  E  </u> <u>  F  </u> <u>  G  </u> <u>None</u>
Comments: _____	
_____	
_____	
Reviewer, OPS: <u>  Anne E. Bruder  </u>	Date: <u>  3 April 2001  </u>
Reviewer, NR Program: <u>  Peter E. Kurtze  </u>	Date: <u>  3 April 2001  </u>

MARYLAND INVENTORY OF HISTORIC BRIDGES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

MHT No. PG: 67-6

SHA Bridge No. 16111 Bridge name MD 201 (Edmonston Road) over Beaverdam Creek

**LOCATION:**

Street/Road name and number [facility carried] MD 201 (Edmonston Road)

City/town Greenbelt Vicinity X

County Prince George's

This bridge projects over: Road      Railway      Water X Land     

Ownership: State X County      Municipal      Other     

**HISTORIC STATUS:**

Is the bridge located within a designated historic district? Yes X No     

National Register-listed district      National Register-determined-eligible district X

Locally-designated district      Other     

Name of district USDA- Beltsville Agricultural Center (PG: 62-14)

**BRIDGE TYPE:**

Timber Bridge     :

Beam Bridge      Truss -Covered      Trestle      Timber-And-Concrete     

Stone Arch Bridge     

Metal Truss Bridge     

Movable Bridge     :

Swing     

Vertical Lift     

Bascule Single Leaf     

Retractable     

Bascule Multiple Leaf     

Pontoon     

Metal Girder     :

Rolled Girder     

Plate Girder     

Rolled Girder Concrete Encased     

Plate Girder Concrete Encased     

Metal Suspension     

Metal Arch     

Metal Cantilever     

Concrete X:

Concrete Arch X

Concrete Slab     

Concrete Beam     

Rigid Frame     

Other      Type Name

**DESCRIPTION:**

Setting: Urban \_\_\_\_\_ Small town \_\_\_\_\_ Rural X

**Describe Setting:**

Bridge 16111 carries Edmonston Road over Beaver Dam Creek in Prince George's County. Edmondston Road runs north-south and Beaver Dam Creek flows east. The bridge is located in the National Agricultural Research Center just outside of Greenbelt, Maryland, and is surrounded by cultivated fields and open spaces.

**Describe Superstructure and Substructure:**

Bridge 16111 is a 3-span, 2-lane, concrete arch bridge. The bridge was constructed in 1927, and is a stone-faced filled spandrel arch bridge. The structure is 30.7 meters (101 feet) long and has a clear roadway width of 9.1 meters (30 feet); there are no sidewalks. The out-to-out width is 10.4 meters (34 feet). The superstructure consists of 3 arches which support a concrete deck and stone-faced parapets. The arches each span 8.5 meters (28 feet). The concrete deck is cast-in-place and has a bituminous wearing surface. The roadway approaches have some minor rutting. The substructure consists of 2 concrete abutments, and 2 piers. There are 4 stone-faced concrete wingwalls. The bridge is not posted, and has a sufficiency rating of 43.6.

According to the 1997 inspection report, this structure was in satisfactory condition with light cracking throughout the mortar joints and light efflorescence. The asphalt wearing surface is in good condition. The arch barrel has areas of cracking with some light efflorescence and discoloration. There are also areas of spall, with exposed reinforcement bars. The spandrel walls have random cracks in the mortar joints and heavy efflorescence with stalactites near the joint with the arch sections. The piers and abutments have light surface erosion, scale, and some fine vertical cracks. The wingwalls have some cracking in the mortar joints. The end section of the southeast wingwall has collision damage. Also, the stone-faced concrete parapets have some cracks in the mortar joints and have had some repointing.

**Discuss Major Alterations:**

The mortar joints have recently been repointed in areas, but the bridge has undergone no major alterations.

**HISTORY:**

WHEN was the bridge built: 1927

This date is: Actual X Estimated \_\_\_\_\_

Source of date: Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form \_\_\_\_\_

Other (specify): State Highway Administration Inspection Report/Bridge File

**WHY was the bridge built?**

The bridge was constructed in response to the need for more efficient transportation network and increased load capacity.

**WHO was the designer?**

Unknown

**WHO was the builder?**

Unknown

**WHY was the bridge altered?**

N/A

**Was this bridge built as part of an organized bridge-building campaign?**

Unknown

**SURVEYOR/HISTORIAN ANALYSIS:****This bridge may have National Register significance for its association with:**

A - Events \_\_\_\_\_ B- Person \_\_\_\_\_  
 C- Engineering/architectural character     X    

The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant example of concrete arch construction. The structure has a high degree of integrity and retains such character-defining elements of the type as stone-faced spandrel walls, parapets, and wingwalls, and concrete abutments.

**Was the bridge constructed in response to significant events in Maryland or local history?**

The advent of modern concrete technology fostered a renaissance of arch bridge construction in the United States. Reinforced concrete allowed the arch bridge to be constructed with much more ease than ever before and maintained the load-bearing capabilities of the form. As the structural advantages of reinforced concrete became apparent, the heavy, filled barrel of the arch was lightened into ribs. Spandrel walls were opened, to give a lighter appearance and to decrease dead load. This enabled the concrete arch to become flatter and multi-centered, with longer spans possible. Designers were no longer limited to the semicircular or segmental arch form of the stone arch bridge. The versatility of reinforced concrete permitted development of a variety of economical bridges for use on roads crossing small streams and rivers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the

State issued a bond of \$3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's.

As the nation's automotive traffic increased in the early twentieth century, local road networks were consolidated, and state highway departments were formed to supervise the construction and improvement of state roads. With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction through the standardization of bridge designs.

The concept and practice of standardization was one of the most important developments in engineering of the twentieth century. In Maryland, as in the rest of the nation, the standardized concrete types became the predominant bridge types built. In the period 1911 to 1920 (the decade in which standardized plans were introduced), beams and slabs constituted 65 percent and arches 35 percent of the extant 29 bridges built in Maryland during this period. In the following decade, 1921-1930, the beam (now the T-beam) and slab increased to 73 percent and the arch had declined to 27 percent of the 129 extant bridges; in the next decade (1931-1940), the beam and slab achieved 82 percent and arches had further declined, constituting only 18 percent of the total of extant bridges built on state-owned roads between 1931 and 1946.

Although beam and slab bridges became the utilitarian choice, it appears that the arch was selected when aesthetic as well as other site conditions were considered. The architectural treatment of extant arch bridges supports this assessment. Many of these bridges were multiple span structures with open spandrels or masonry facing. Another decorative feature of the concrete arch bridge was an open, balustrade-style parapet. Despite the popularity of ornamental arches and the increase in use of beam and slab bridges, examples of simpler, single and multiple span closed concrete arch bridges with solid parapets continued to be constructed throughout the early twentieth century.

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?**

Yes, this bridge is located in the USDA-Beltsville Agricultural Center National Register determined eligible district (PG: 62-14), and the bridge adds to the historic and visual character of the district.

**Is the bridge a significant example of its type?**

The bridge is a potentially significant example of a concrete arch bridge, possessing a high degree of integrity.

**Does the bridge retain integrity of important elements described in Context Addendum?**

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including stone-faced spandrel walls, parapets, and wingwalls, and concrete abutments however some deterioration is evident.

**Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?**

Unknown

**Should the bridge be given further study before an evaluation of its significance is made?**

No further study of this bridge is required to evaluate its significance.

**BIBLIOGRAPHY:**

County inspection/bridge files \_\_\_\_\_ SHA inspection/bridge files   X    
Other (list): \_\_\_\_\_

Johnson, Arthur Newhall

1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

P.A.C. Spero & Company and Louis Berger & Associates

1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

Tyrrell, H. Grattan

1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company, Chicago and New York.

**SURVEYOR:**

Date bridge recorded December 1997

Name of surveyor Wallace, Montgomery & Associates / P.A.C. Spero & Company

Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204

Phone number (410) 296-1635 FAX number (410) 296-1670

Bridge Type CONCRETE ARCH

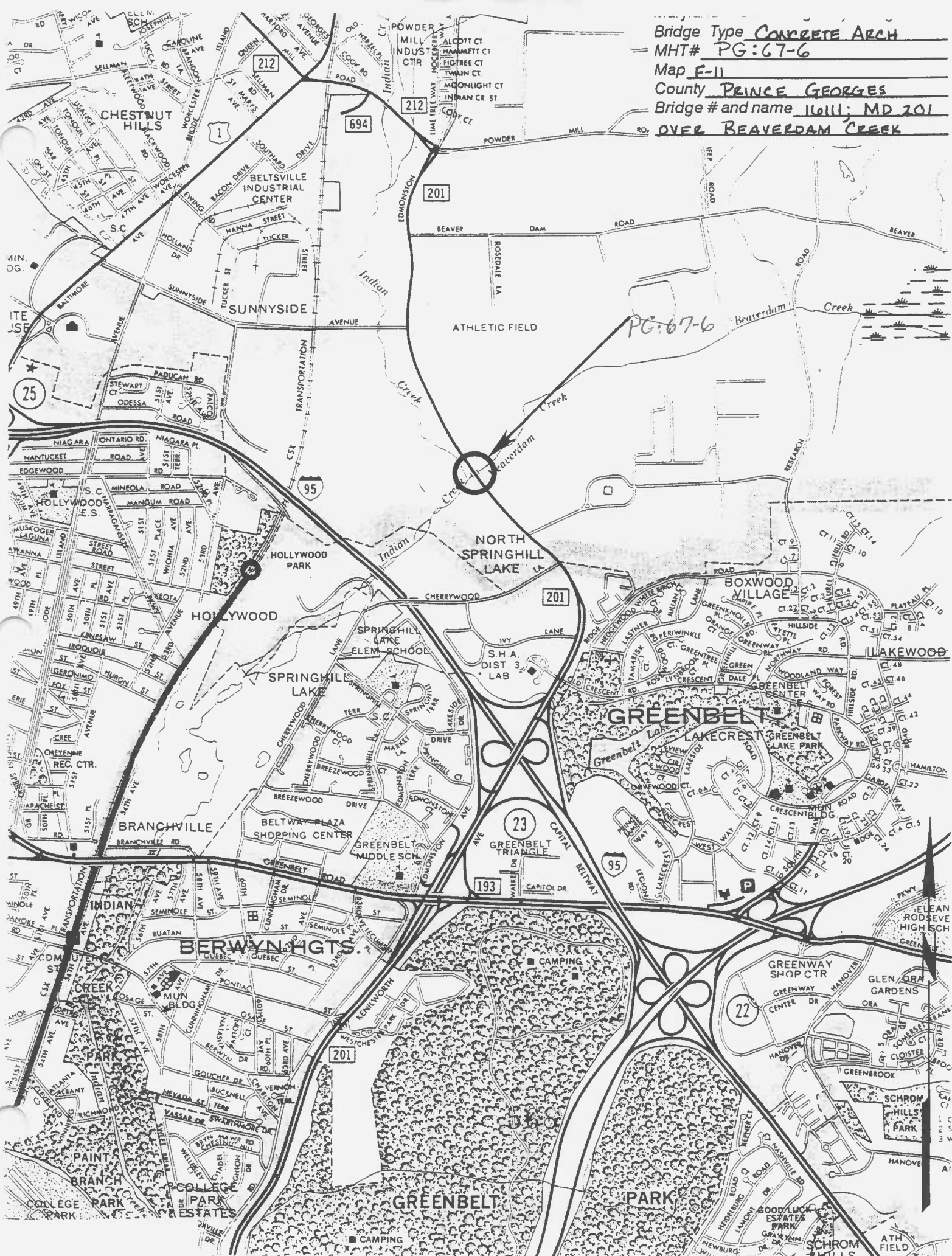
MHT# PG:67-6

Map F-11

County PRINCE GEORGES

Bridge # and name 16111; MD 201

OVER BEAVERDAM CREEK







1. PG:67-6
2. MD 201 over Beaverdam Creek
3. Prince George's Co., MD
4. Wallace, Montgomery & Assoc,
5. 12/97
6. MD SHPO
7. Elevation looking downstream
8. 1 of 4



1. PG: 67-6
2. MD 201 over Beaverdam Creek
3. Prince George's Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Elevation looking upstream
8. 2 of 4



1. PG: 67-6
2. MD 201 over Beaverdam Creek
3. Prince George's Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Looking South
8. 3 of 4



1. PG:67-6
2. MD 201 over Beaverdam Creek
3. Prince George's Co., MD
4. Wallace, Montgomery & Assoc,
5. 12/97
6. MD SHPO
7. Looking North
8. 4 of 4





INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: MD 201/Beaverdam Creek Bridge Survey Number: PG-67-6  
(Bridge #16111, Greenbelt Vicinity) P.G. County  
Project: MD 201 Extended, US 1 from I-95 to the Proposed Inter-Agency: FHWA  
County Connector  
Site visit by MHT Staff: no X yes Name Jon Andrews Date 9/30/91

Eligibility recommended        Eligibility not recommended X  
Criteria: A B C D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)

The triple-arched, stone-face bridge constructed in 1927 does not meet the criteria for eligibility. It was constructed for the Department of Agriculture and is located within the Department's Beltsville Agricultural Resource Center. However, it is removed from the major concentration of historic resources associated with BARC and therefore does not appear to be located in a potential district. Furthermore, according to information provided by SHA, it is not a particularly good example of a bridge type. Originally constructed of concrete, it was covered at some unknown date with stone facing.

Documentation on the property/district is presented in: Maryland Inventory Form PG-67-6  
and project files

Prepared by: John Hnedak  
Elizabeth Hannold 10/2/91  
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes        no        not applicable  
R. Hansen 10-2-91  
Reviewer, NR program Date

## MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

## I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)  
☒ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)  
☐ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)  
☐ Western Maryland (Allegany, Garrett and Washington)

## II. Chronological/Developmental Periods:

- ☐ Paleo-Indian 10000-7500 B.C.  
☐ Early Archaic 7500-6000 B.C.  
☐ Middle Archaic 6000-4000 B.C.  
☐ Late Archaic 4000-2000 B.C.  
☐ Early Woodland 2000-500 B.C.  
☐ Middle Woodland 500 B.C.- A.D. 900  
☐ Late Woodland/Archaic A.D. 900-1600  
☐ Contact and Settlement A.D. 1570-1750  
☐ Rural Agrarian Intensification A.D. 1680-1815  
☐ Agricultural-Industrial Transition A.D. 1815-1870  
☒ Industrial/Urban Dominance A.D. 1870-1930  
☐ Modern Period A.D. 1930-Present  
☐ Unknown Period ( ☐ prehistoric ☐ historic )

## III. Prehistoric Period Themes:

- ☐ Subsistence  
☐ Settlement  
☐ Political  
☐ Demographic  
☐ Religion  
☐ Technology  
☐ Environmental Adaption

## IV. Historic Period Themes:

- ☒ Agriculture  
☒ Architecture, Landscape Architecture, and Community Planning  
☐ Economic (Commercial and Industrial)  
☐ Government/Law  
☐ Military  
☐ Religion  
☐ Social/Educational/Cultural  
☐ Transportation

## V. Resource Type:

Category: StructureHistoric Environment: RuralHistoric Function(s) and Use(s): BridgeKnown Design Source: —



**Description:****Describe Setting:**

*Bridge 16111 carries Maryland Route 201 (Edmonston Road) over Beaverdam Creek near Greenbelt. Maryland Route 201 runs northwest-southeast at this location; Beaverdam Creek flows southwest-northeast. The bridge is located along a heavily trafficked road but in an area of very little development. It is situated within the Department of Agriculture's Beltsville Agricultural Resource Center.*

**Describe Superstructure and Substructure:**

**(Discuss points identified in Context Addendum, Section C)**

*This bridge consists of three arches, each spanning 28 feet. Its construction is concrete with fieldstone facing. Each arch is dressed with carefully cut stone voussoirs, which exhibit a stepped pattern. Above the arches, cut stone is utilized to form the parapets. The foundation and barrels of the bridge appear to be constructed from cinder block. Beneath the southern most arch, low water reveals remains of wooden pilings from an earlier structure at this location.*

**Discuss major alterations:**

*It is unclear whether this bridge was first constructed from concrete materials and later faced with stone, or whether the stone was applied at the same time the bridge was originally built. It is probable that the stonework is cosmetic, not structural. Additionally, there is evidence of repointing, both with mortar and a black epoxy-like substance.*

**History:**

**When Built:** 1927 (assumed)

**Why Built:** unknown

**Who Built:** Federal Government (assumed)

**Who Designed:** unknown

**Why Altered:** unknown

**Was this bridge built as part of an organized bridge building campaign:** unknown

**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

☒ A Events    ☐ B Person

☐ C Engineering/Architectural Character

**Was the bridge constructed in response to significant events in Maryland or local history?**

*According to the Maryland Historical Trust form prepared for this bridge, the structure was probably erected in 1927 by the Federal Government. No further information is given.*

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

*Unknown.*

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?**

*According to an internal review of this bridge by the Maryland Historical Trust, it does not appear to be located within an area that would be eligible as an historic district.*

**Is the bridge a significant example of its type?**

*Again, according to an internal review of this bridge by the Maryland Historical Trust, this bridge is not a particularly good example of a bridge type because it was originally constructed of concrete and later covered with stone facing.*

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

*Bridge 16111 retains integrity of location, design, setting, materials, workmanship, feeling and association. It possesses integrity of nearly all of its original components, including the arch rings and barrels, spandrel walls, abutments, wing walls, and piers. However, at the present time there is deterioration of the stonework, especially in the parapets and the piers. Vegetation is growing in many of the joints. In general, the bridge is in fair condition.*

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?**

*Unknown.*

**Should this bridge be given further study before significance analysis is made and why?**

*No further evaluation is necessary to determine National Register significance. However, additional research concerning the development and role of the USDA's Beltsville Agricultural Resource Center and its relationship to the bridge may be useful in providing a more complete picture of the bridge's background.*

**Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.**

**Provide a photocopy USGS map illustrating the location of the bridge.**

**Surveyor:**

**Name:** Alice Crampton/Julie Abell  
**Organization:** Parsons Engineering Science, Inc.  
**Address:** 10521 Rosehaven Street  
Fairfax, Virginia 22030-2899

**Date:** 12/16/94  
**Telephone:** (703) 591-7575

Maryland Route 201/Beaverdam Creek Bridge  
Greenbelt vicinity  
public (unrestricted)

This stone bridge, which carries Edmonston Avenue over Beaverdam Creek near the USDA Agricultural Research Center outside of Greenbelt, consists of three consecutive arches, each with a span of 28 feet. The masonry is random ashlar, with dressed voussoirs carved in sets of three, with a central flat stone flanked by stones with slanted ends, producing the effect of a roughly curving outer edge. The walls of the arches rise above the roadbed to form a parapet wall.

Probably constructed by the federal government in 1927, this structure is significant for its use of stone in careful masonry construction, and its siting in a small forest glade. It is the only historic stone bridge -- part of Maryland's state road system in Prince George's county, and one of 10 bridges of the same structural type throughout the state road network -- identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81.

## MARYLAND HISTORICAL TRUST

MAGI #1740013817

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

AND/OR COMMON

Maryland 201/Beaverdam Creek Bridge

**2 LOCATION**

STREET &amp; NUMBER

Edmonston Road (Maryland Route 201)

CITY, TOWN

Greenbelt

\_\_\_ VICINITY OF

CONGRESSIONAL DISTRICT

Prince Georges County

STATE

Maryland

COUNTY

**3 CLASSIFICATION****CATEGORY**☐ DISTRICT☐ BUILDING(S)☒ STRUCTURE☐ SITE☐ OBJECT**OWNERSHIP**☒ PUBLIC☐ PRIVATE☐ BOTH**PUBLIC ACQUISITION**☐ IN PROCESS☐ BEING CONSIDERED**STATUS**☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS**ACCESSIBLE**☐ YES: RESTRICTED☒ YES: UNRESTRICTED☐ NO**PRESENT USE**☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☒ TRANSPORTATION☐ MILITARY☐ OTHER**4 OWNER OF PROPERTY**

NAME

State Highway Administration DOT Survey

Telephone #:

STREET &amp; NUMBER

301 West Preston Street

CITY, TOWN

Baltimore

\_\_\_ VICINITY OF

Maryland STATE 21201 zip code

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC

Liber #:

Folio #:

STREET &amp; NUMBER

CITY, TOWN

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

## 7 DESCRIPTION

PG-67-6

### CONDITION

—EXCELLENT

☒GOOD

—FAIR

—DETERIORATED

—RUINS

—UNEXPOSED

### CHECK ONE

☒UNALTERED

—ALTERED

### CHECK ONE

☒ORIGINAL SITE

—MOVED      DATE \_\_\_\_\_

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This structure consists of three consecutive arches of 28' span each. The masonry is random ashlar, with dressed voussoirs carved in sets of three, with a central flat stone flanked by stones with slanted end, so that the general effect is of a roughly curving outer edge. The walls of the arches rise above the roadbed to form a parapet wall. The roadway is 30' wide, and runs generally NW-SE., over Beaverdam Creek, through the USDA Beltsville Agricultural Research Center.

CONTINUE ON SEPARATE SHEET IF NECESSARY



**8 SIGNIFICANCE****PERIOD****AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW**

PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

**SPECIFIC DATES**

1927

**BUILDER/ARCHITECT****STATEMENT OF SIGNIFICANCE**

The siting of this bridge through a small forest glade, is particularly attractive, and the use of stone in careful masonry for the structure suggests an attempt to harmonize with the surroundings. The bridge was probably built by the Federal government, considering the lack of files on the structure at the Bureau of Bridge Design, State Highway Administration and its location in the middle of a Federal preserve. The structure is included on the state inventory, however, and is notable for being one of the few modern stone bridges in the state.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Files of the Bureau of Bridge Design, State Highway Administration,  
301 West Preston Street, Baltimore, Md.

Condit, Carl, American Building Art, 20th Century; New York, Oxford  
University Press, 1961.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

Quadrangle Name: Beltsville, MD

Quadrangle Scale: 1:24 000

UTM References 18.335680.4340080

**VERBAL BOUNDARY DESCRIPTION**

NA

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE  
NA

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

John Hnedak/M/DOT Survey Manager

ORGANIZATION

Maryland Historical Trust

DATE

1980

STREET & NUMBER

21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

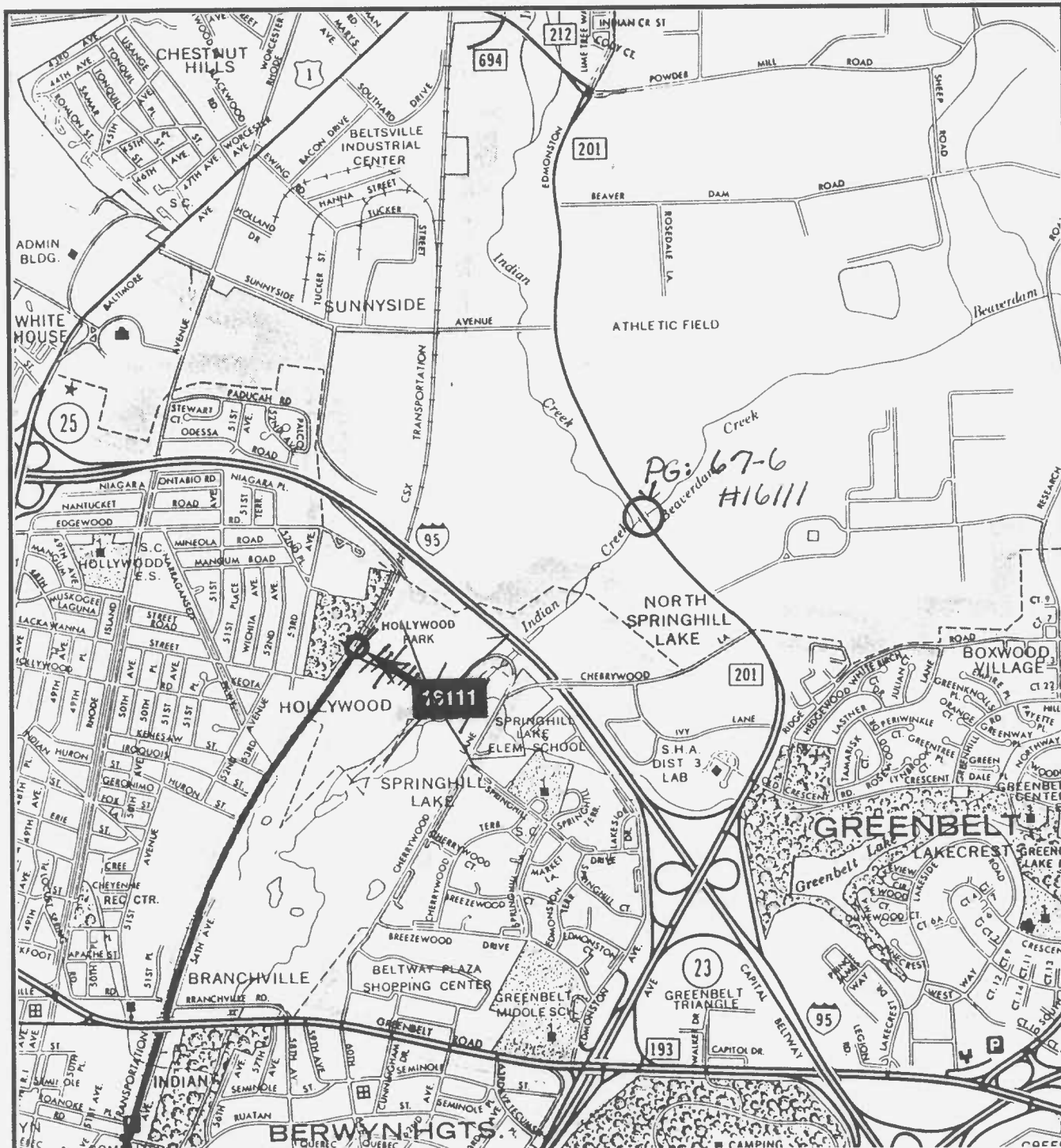
STATE

Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

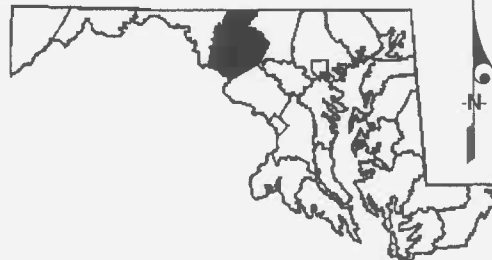
RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

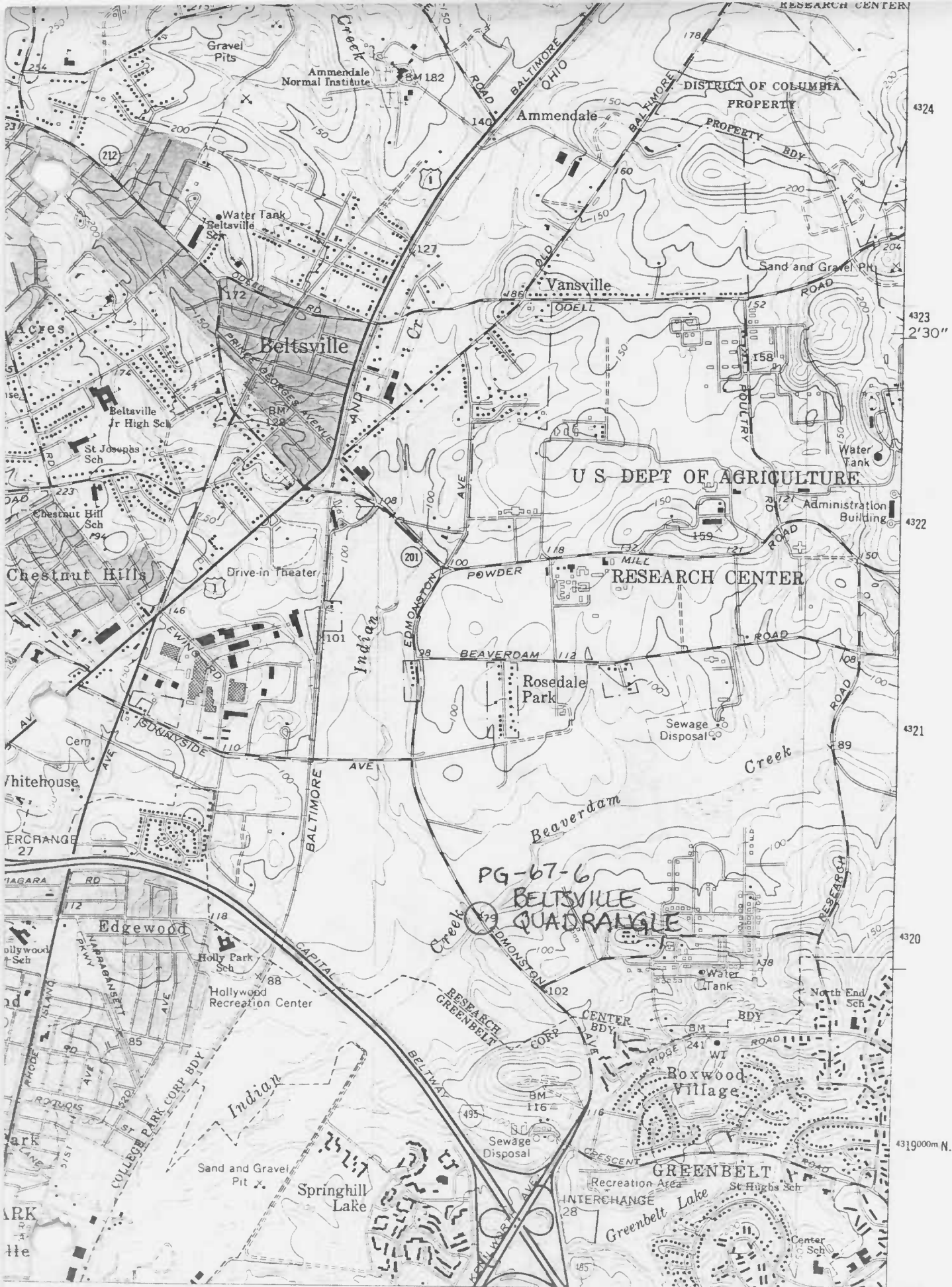


**Prince George's County - Bridge Number 16111**  
**MD 201 over Beaverdam Creek**

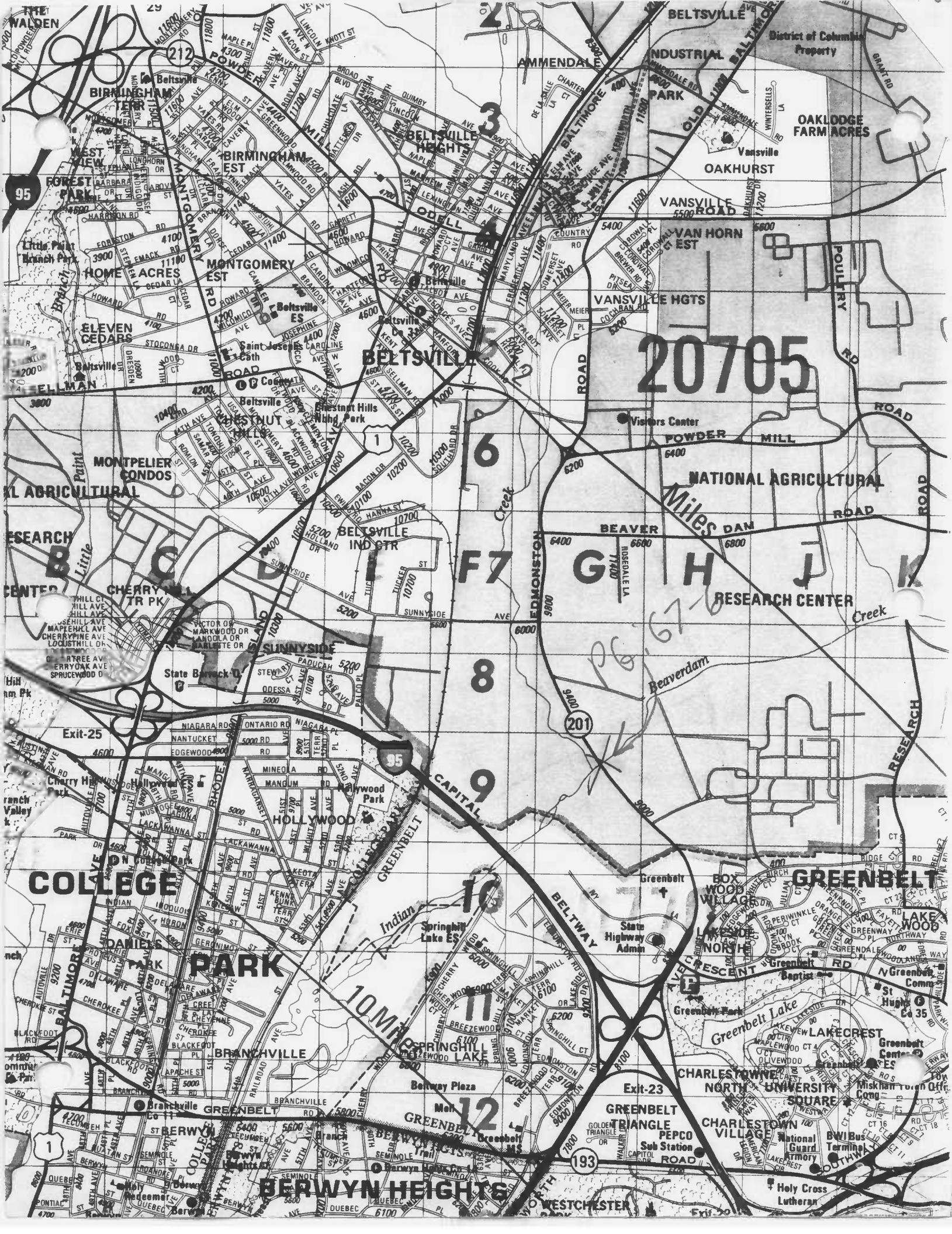
PG: 67-6

Scale 0 1000 2000 feet  
 0 0.5 kilometer





BLADENSBURG 4.5 MI.  
U.S. CAPITOL (VIA U.S. 50) 9 MI.  
336000m E.  
INTERIOR - GEOLOGICAL SURVEY WASHINGTON D.C. - 1969  
INTERCHANGE 29 (BALT WASH PK WY 1) MI.  
ROAD CLASSIFICATION  
Heavy duty  
Light duty  
39°00'  
76°52'30"  
319000m N.  
(LANHAM)  
5561 10 NE







PG-67-6

Maryland Route 201/Beaverdam Creek Bridge  
(16111)

Prince Georges County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

Southwest elevation, detail

1 of 6





PG-67-6

Maryland Route 201/Beaverdam Creek Bridge (16111)

Prince Georges County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

Southwest elevation, detail

2 of 6



PC-67-6

Maryland Route 201/Beaverdam Creek Bridge (16111)

Prince Georges County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

Southwest elevation, detail

3 of 6



PG-67-6

Maryland Route 201/Beaverdam Creek Bridge (16111)

Prince Georges County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

Southwest elevation, detail

4 of 6



PG-67-6

Maryland Route 201/Beaverdam  
Creek Bridge (16111)

Prince Georges County, Maryland  
Julie Abell

12/94

Maryland State Highway  
Administration

Approach looking northwest  
6 of 6





PG-67-6

Maryland Route 201/Beaverdam  
Creek Bridge (16111)

Prince Georges County, Maryland

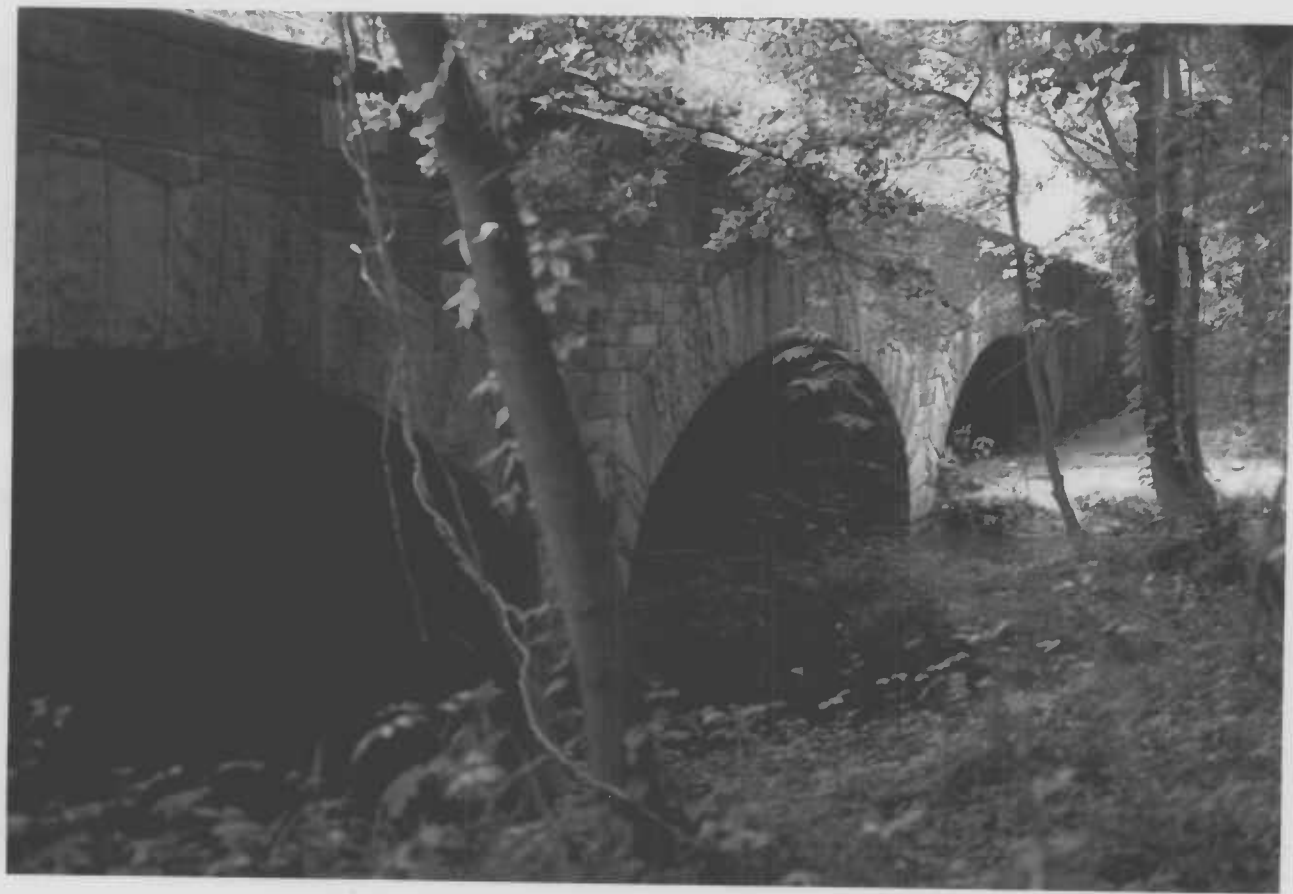
Julie Abell

12/94

Maryland State Highway  
Administration

Approach looking southeast

5 of 6



PG-67-6

Md 201/Beaverdam Creek

M/DOT

Hnedak/Meyer

~~Wxxx~~ Summer 1980